CLAIMS

1. Continuously variable transmission (1) for motor vehicles, provided with a primary pulley (2) and a secondary pulley (3), around which a drive belt (10) is arranged, clamped between two conical pulley discs (21, 22; 31, 32) of the respective pulley (2; 3), a running surface (40) of at least one pulley disc (44) of the primary pulley (2) and the secondary pulley (3), by means of which running surface this pulley disc is in contact with the drive belt (10), being provided, as seen in a cross section oriented perpendicular to a tangential direction, with a curvature, so that a pulley angle (α) between a tangent (41) on the running surface (40) and a radial direction (42) varies between a lowest value at the location of a radially innermost position on the running surface (40) and a highest value at the location of a radially outermost position on the running surface (40), characterized in that the curvature of the running surface (40) of the primary pulley (2) and the curvature of the running surface (40) of the secondary pulley (3) differ from one another.

2. Transmission (1) according to Claim 1, characterized in that the highest value for the pulley angle (α) of the secondary pulley (3) is lower than the highest value for the pulley angle (α) of the primary pulley (2).

3. Transmission (1) according to Claim 1 or 2, characterized in that a range between the highest value and the lowest value for the pulley angle (α) of the secondary pulley (3) is smaller than a corresponding range of the pulley angle (α) of the primary pulley (2).

4. Transmission (1) according to Claim 1, 2 or 3, characterized in that the lowest value for the pulley angle (α) of the secondary pulley (3) is equal to the lowest value for the pulley angle (α) of the primary pulley (2).

5. Motor vehicle having an engine and a load which is to be driven, between

which a transmission (1) according to one of the preceding claims is incorporated, a power which is to be generated by the engine being transmitted by the drive belt (10) from the primary pulley (2) to the secondary pulley (3) and being released to the load by the secondary pulley (3).